

# NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION



## FY 2000 **BUDGET IN BRIEF**



U.S. Department of  
Transportation



NATIONAL  
HIGHWAY TRAFFIC  
SAFETY ADMINISTRATION

## **BUDGET IN BRIEF**

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For a detailed presentation and explanation of NHTSA's FY 2000 Budget Request, refer to Budget Estimates Fiscal Year 2000, NHTSA: Submission to the Committees on Appropriations.

The information presented was compiled by the Office of Plans and Policy, Office of Fiscal Services. For additional copies call Kathy Montgomery at (202) 366-1570 or Diana Loper at (202) 366-0268.

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Ricardo Martinez, M.D.  
Administrator, National Highway  
Traffic Safety Administration

*"People Saving People"*

## **A Statement**



## from the Administrator

Safety is the highest priority for the Department of Transportation. The National Highway Traffic Safety Administration's FY 2000 Budget request of \$404 million reflects this Administration's uncompromising commitment to transportation safety and NHTSA's continuing role as the national and world leader in highway safety as we enter the 21st Century. Recently released 1997 highway statistics provide encouraging evidence of our success in addressing the public's concern for safe highways. Traffic death rates dropped to 1.6 fatalities per 100 million vehicle miles traveled, alcohol related fatalities were at an all-time low of 38.6 percent of all traffic related deaths, and seat belt use was at a historical high, saving over 10,000 lives annually.

Despite these great strides, more than 6.8 million police-reported motor vehicle collisions still occur on the nation's highways annually, injuring approximately 3.8 million persons, causing over 40,000 fatalities, and costing more than \$150 billion. Traffic crashes are still the leading cause of death for individuals in the 6-27 year-old age group and the number one source of occupational injury. These statistics remind us that although significant headway has been made, many challenges remain. Paramount is the changing highway

Our commitment to developing and implementing stronger behavioral and vehicle safety program strategies continues through promoting partnerships in traffic safety initiatives. Cooperative efforts leverage our investment to remarkable levels of success in changing the way law enforcement, industry, public health, and the public look at highway safety. Local level commitment is encouraged through the Safe Communities Program. Additionally, state participation through formula and incentive grants programs combats alcohol-related fatalities and injuries, addresses aggressive driving issues, promotes speed management, improves safety belt and child safety seat laws, and enhances state highway safety data collection and linkage.

Expanded crash tests on new vehicles, supplemented with increased crash avoidance performance information from the New Car Assessment Program, compliance testing and safety defects investigations of vehicles on the road, updated data bases for identifying safety defects and alerting consumers to vital recall information, broadened public information programs, and improved hotline services empower consumers with information to make safe and informed vehicle purchases.

transportation environment, including diverging demographics consisting of expanded driver, passenger, and pedestrian populations, increases in older and younger drivers, vehicle incompatibility, congestion, and increased evidence of aggressive driving behavior.

The current budget request reflects NHTSA's support of four Presidential initiatives: the President's Youth, Drugs and Driving Initiative for research on the incidence of drugs and driving; the Initiative for Increasing Seat Belt Use Nationwide through the Buckle-Up America (BUA) Campaign to increase safety belt usage; the Partnership for a New Generation of Vehicles (PNGV) program, assuring the safety of future high fuel efficiency vehicles; and the President's new Transatlantic Agenda Initiative, strengthening NHTSA's world leadership in injury prevention and control programs, including global regulatory uniformity.

Research on vehicle compatibility, advanced air bag systems, and studies of human injury mechanisms in vehicle crashes are vital to the NHTSA mission. The National Transportation Biomechanics Research Center is improving the crash dummy family for more comprehensive testing and is expanding the Crash Injury Research and Engineering Network (CIREN) to ensure funding for all seven centers. The completion of the National Advanced Driving Simulator and the Intelligent Vehicle Initiative is included in the FHWA budget.

We are confident that this budget proposal provides the resources necessary to implement key safety strategies that will contribute significantly to reducing the terrible toll of traffic crashes.



Ricardo Martinez, M.D.

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## Overview

### **SUMMARY OF AUTHORIZING LEGISLATION**

The National Highway Traffic Safety Administration (NHTSA) was established as a separate organization within the Department of Transportation (DOT) in March 1970 to administer the Department's motor vehicle and highway safety programs. NHTSA succeeded the Department's Federal Highway Administration's National Highway Safety Bureau, which originally was charged with administering these programs.

On June 9, 1998, the Transportation Equity Act for the 21st Century (TEA 21) (Pub. L. 105-178) reauthorized all of NHTSA's motor vehicle and highway safety programs and created several new highway safety incentive grant programs that NHTSA administers. As amended, the NHTSA statutes are as follows:

**Motor Vehicle Safety (chapter 301 of title 49, U.S.**

**Code)**, provides for the establishment and enforcement of safety standards and regulations for the manufacture of new motor vehicles and motor vehicle equipment, together with supporting research.

Motor Vehicle Information and Cost Savings (part C of subtitle VI of title 49, U.S. Code), provides for the establishment of low-speed bumper protection standards, consumer information activities, odometer regulations, fuel economy standards, and motor vehicle theft prevention standards.

**Highway Safety (chapter 4 of title 23, U.S. Code),**

provides for coordinated national highway safety grant programs carried out by the states and local communities (Section 402), supported by research and development programs (Section 403). Highway safety incentive grant programs are provided to encourage the states to enhance the effectiveness of: (1) occupant protection programs and laws (Section 405); (2) alcohol-impaired driving countermeasures and laws (Section 410); and (3) highway safety data improvement programs (Section 411).

**National Driver Register (chapter 303 of title 49 U.S.**

**Code)**, provides for the operation of the National Driver Register (NDR), which facilitates the interstate transfer of driver licensing information concerning problem drivers whose licenses to drive have been suspended or revoked for cause.

## **NHTSA STRATEGIC PLAN**

### **Promoting Safe Passage into the 21st Century**

Over the past 30 years, NHTSA developed successful strategies that helped reduce traffic fatalities and injuries. Recently, changing environmental conditions have resulted in flattened traffic death and injury trends. Nonetheless, NHTSA is committed to a goal of reducing fatalities and injuries 20 percent by the year 2008. To achieve this aggressive goal, the agency faces the challenge of identifying new approaches for reducing fatalities and injuries.

### **NHTSA HAS TWO STRATEGIES FOR ACHIEVING THE YEAR 2008 GOAL:**

- Identify new approaches in the behavioral, vehicular, and program delivery areas.
- Identify and correct operational impediments preventing NHTSA from implementing the new approaches.

The strategic plan describes activities for implementing these strategies in the following areas:

- **Safety:** Vehicular and behavioral safety problems are defined, and NHTSA's strategies for solving them are identified. For NHTSA to achieve the year 2008 goal, these strategies must be successful. The problems and strategies are organized according to the Haddon Matrix, which is composed of three time phases of the crash event (pre-crash, crash, and post-crash), organized by the three areas (human, vehicle, and environment) influencing each of the phases.
- **Mobility, Economic Growth and Trade, Human and Natural Environments:** Problems and strategies related to these DOT non-safety goals are discussed. Although NHTSA's primary focus in these areas is on safety, solutions to the problems will produce secondary outcomes that directly contribute to DOT's non-safety goals.
- **Program Delivery:** NHTSA's strategies for delivering its products and services are discussed. Cost-effective program delivery strategies are increasingly important as NHTSA seeks to meet expanding safety responsibilities.
- **Corporate Management Strategies:** This section identifies key operational areas that will enable NHTSA management to continue the agency's orderly transition to a modern, more effective organization.

The FY 2000 Budget Request reflects the priority placed on highway safety programs by the Secretary and the Administration. Motor vehicle crashes account for 94 percent of the deaths and 99 percent of the injuries in U.S. transportation. The funding levels below include staffing, administrative, and program costs. All funding is proposed from the Highway Trust Fund.

**NHTSA HISTORICAL FUNDING**  
(Dollars in Thousands)

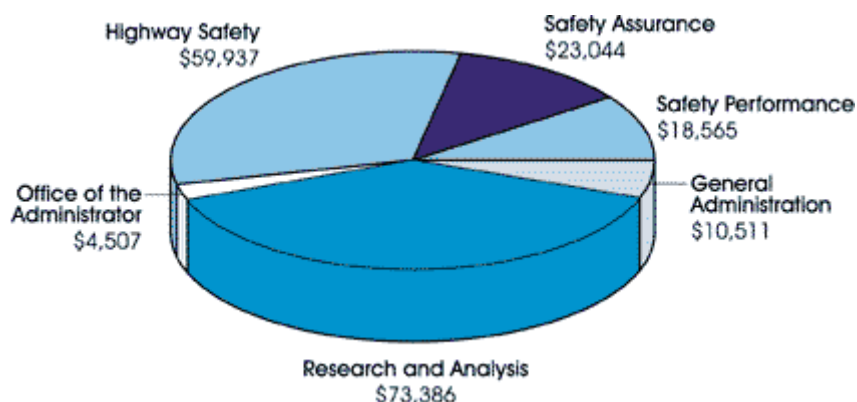
<b>PROGRAMS</b>	<b>FY 1998 Enacted</b>	<b>FY1999 Enacted</b>	<b>FY2000 Request</b>	<b>+/- 99/00</b>
Safety Performance Standards	\$13,078	\$13,183	\$18,565	+\$5,382
Safety Assurance	\$19,563	\$20,702	\$23,044	+\$2,342
Highway Safety	\$43,313	\$48,757	\$59,937	+\$11,181
Research and Analysis	\$57,358	\$64,633	\$73,386	+\$8,753
General Administration	\$9,376	\$9,260	\$10,511	+\$1,251
Office of the Administrator	\$4,096	\$3,891	\$4,507	+\$616
Section 402 State and Community Grants	\$147,845	\$150,000	\$152,800	+\$2,800
Section 410 Alcohol Driving Countermeasures Grants	\$34,500	\$35,000	\$36,000	+\$1,000

Section 405 Occupant Protection Incentive Grants	\$0	\$10,000	\$10,000	\$0
Section 405(b) Child Passenger Protection Education Grants	\$0	\$0	\$7,500	+\$7,500
Section 411 Safety Data	\$0	\$5,000	\$8,000	+\$3,000
National Driver Register	\$1,855	\$0	\$0	\$0
<b>Total</b>	<b>\$330,984</b>	<b>\$360,426</b>	<b>\$404,250</b>	<b>+\$43,824</b>

## **TOTAL FY 2000 NHTSA REQUEST: \$404,250**

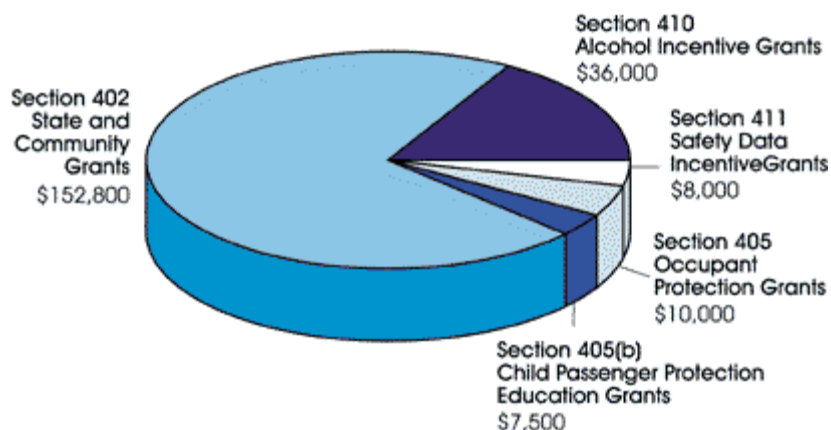
Dollars in Thousands

### **Operations and Research**



**FY 2000 Total Request: \$189,950**

### **Highway Traffic Safety Grants**





**FY 2000 Total Request: \$214,300**

# Programs

## SAFETY PERFORMANCE STANDARDS

There are five programs in Safety Performance Standards. The **Safety Standards Support Program** obtains and analyzes information on changes in automotive design and technology and on regulatory and non-regulatory alternatives to increase motor vehicle safety. The **New Car Assessment Program** (NCAP) conducts crash tests to evaluate the comparative crashworthiness of passenger vehicles and to motivate vehicle manufacturers to provide higher levels of occupant protection by using market forces. The **Consumer Information Program** provides the NCAP test results and other vehicle safety information to consumers, through various media and marketing, to assist in the purchase of safer vehicles and the proper use of vehicle safety features. The **Fuel Economy Program** assures the fuel economy of vehicles on the road by establishing and revising, as appropriate, fleet average fuel economy standards for passenger car and light truck manufacturers, based on statutory criteria of economic practicability, technological feasibility, the effect of other federal standards, and the need for the nation to conserve energy. The **Theft Prevention Program** establishes standards to reduce the number of motor vehicle thefts.

### SAFETY PERFORMANCE STANDARDS PROGRAM CONTRACT PROGRAM SUMMARY (Dollars in Thousands)

PROGRAMS	1998 Enacted	1999 Enacted	2000 Request	+/- 99/00
Safety Standards Support	\$929	\$708	\$1,308	+\$600
New Car Assessment Program	\$2,786	\$2,830	\$5,256	+\$2,426
Consumer Information Program	\$0	\$0	\$814	+\$814
Fuel Economy Program	\$60	\$0	\$60	+\$60
Theft and Other Programs	\$50	\$30	\$50	+\$20
<b>Total</b>	<b>\$3,825</b>	<b>\$3,568</b>	<b>\$7,488</b>	<b>+\$3,920</b>

### FY 2000 HIGHLIGHTS

#### **SAFETY STANDARDS SUPPORT**

- Conduct necessary technical analyses and develop rulemaking proposals to mitigate



adverse effects of air bags, especially as they relate to children.

- Collect and analyze information to support the development of and amendments to federal motor vehicle safety standards.
- Respond to rulemaking petitions and explore new technologies for reducing head injuries and improving head restraints.
- Obtain and analyze information on changes in automotive design and technology and on regulatory and non-regulatory alternatives to improve vehicle safety.
- Develop a vehicle safety standard for frontal offset testing.

### ***NEW CAR ASSESSMENT***

- Expand crashworthiness safety information on passenger vehicles to assist consumers in purchasing decisions--providing test results on frontal and side impact crashes.
- By using market forces, continue to motivate manufacturers to provide higher levels of occupant protection than the minimum levels required by federal safety standards.

### ***CONSUMER INFORMATION***

- Significantly expand the dissemination of NCAP consumer information materials such as the Buying A Safer Car, Buying a Safer Car for Child Passengers, and New Car Safety Features brochures through the use of researched marketing approaches.
- Develop and disseminate a new information brochure on adapted vehicles for disabled drivers.
- Develop and disseminate consumer information materials to educate the public on proper usage of safety features such as antilock brakes and head restraints.

### ***FUEL ECONOMY***

- Monitor manufacturer progress in achieving established passenger automobile and light truck fuel economy standards.
- Maintain the "plants and lines" database, which consists of data on automobile manufacturing plants and manufacturers' product plans.

### ***THEFT PROGRAM***

- Continue to provide theft and recovery data on stolen vehicles.

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## **SAFETY ASSURANCE**

There are four programs in Safety Assurance. The ***Vehicle Safety Compliance Program*** ensures that motor vehicles and motor vehicle equipment sold in the U.S. provide the safety benefits intended by federal safety standards. The ***Defects Investigation Program*** identifies and removes motor vehicles found to contain safety defects from the nation's highways. The ***Auto Safety Hotline*** provides a toll-free, automated telephone service for

consumers to request motor vehicle and highway safety information and provide information to NHTSA about possible safety defects. The ***Odometer Fraud Program*** helps reduce odometer fraud by enforcing federal laws and regulations, encouraging states to aggressively enforce state laws, increasing public awareness, and monitoring motor vehicle titling systems.

SAFETY ASSURANCE PROGRAM  
CONTRACT PROGRAM SUMMARY  
(Dollars in Thousands)

PROGRAMS	1998 Enacted	1999 Enacted	2000 Request	+/- 99/00
Vehicle Safety Compliance	\$5,712	\$5,635	\$5,675	+\$40
Defects Investigation	\$2,478	\$3,061	\$3,726	+\$665
Auto Safety Hotline	\$1,222	\$1,395	\$1,529	+\$134
Odometer Fraud	\$135	\$150	\$150	\$0
<b>Total</b>	<b>\$9,547</b>	<b>\$10,241</b>	<b>\$11,080</b>	<b>+\$839</b>

*FY 2000 HIGHLIGHTS*

**VEHICLE SAFETY COMPLIANCE**

- Ensure that new motor vehicles and motor vehicle equipment sold in the United States provide the safety benefits intended and comply with performance requirements of federal motor vehicle safety standards.
- Conduct full-scale crash testing of new motor vehicles, including: 16 tests for verification of compliance with the requirements of frontal occupant crash protection standards; 20 tests for verification of compliance with dynamic side impact standards; 10 tests for verification of compliance with the requirements of new upper interior head protection standards; 20 tests for verification of compliance with side and rear fuel system integrity requirements.
- Continue to test child restraint systems and motorcycle helmets offered in the marketplace to all safety standard requirements.

***DEFECTS INVESTIGATION***

- Identify and remove vehicles and items of motor vehicle equipment with safety-related defects from the nation's highways. Collect and analyze possible vehicle defects reported to the agency through the Auto Safety Hotline and other sources.
- Implement new initiatives for FY 2000 which include: enhancing defects investigation data-bases to maintain consistency with industry practices, computer-aided programs not currently available in the Office of Defects Investigation; increasing investigative, testing, and survey capability to eliminate delays in completing investigations; conducting on-site investigations of crashes that appear to relate to a defect; expanding Internet capabilities to provide more options to customers.

- Monitor the effectiveness of safety recall campaigns to ensure that owners are notified, the scope of the recall is appropriate, and the remedy is adequate.

### ***AUTO SAFETY HOTLINE***

- Continue to utilize the Auto Safety Hotline as the single point of contact for consumers with the National Highway Traffic Safety Administration.
- Expand the outreach program to increase public awareness of the Hotline and Internet web site and to encourage motorists to report potential safety-related defects.

### ***ODOMETER FRAUD***

- Enter into new cooperative agreements with two states to supplement NHTSA's Odometer Fraud Program with state law enforcement agents and award funding to two other states to initiate or enhance the odometer fraud program.
- Funding will provide in-depth training for state investigators, increase NHTSA's capability for investigating odometer fraud for federal prosecution, and enhance the states' capability to investigate and deter odometer fraud.

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## **HIGHWAY SAFETY**

Major Highway Safety Programs include: The ***Presidential Initiative for Increasing Seat Belt Use Nationwide Program*** emphasizes enforcement and education and utilizes public/private partnerships to increase the use of safety belts and child safety seats. The ***Child Safety Seat Usage Program*** develops training programs for child passenger safety instructors and technicians and complements private sector seat distribution efforts. The ***Air Bag Safety Program*** promotes correct safety belt and child safety seat use to enhance the effectiveness of air bags and eliminate air bag related injuries. The ***Impaired Driving Program*** seeks to reduce impaired driving by changing driver behavior through a variety of strategies. The ***Presidential Initiative on Drugs, Driving and Youth Program*** includes research on the incidence of drugs and driving and recommends program strategies. The ***Presidential Initiative on .08 BAC*** focuses on partnerships with other Federal agencies to support .08 initiatives. The ***Safe Communities Program*** encourages communities to develop local injury control programs that address their most serious traffic problems. The ***Safety Countermeasures Program*** focuses on pedestrian, bicycle, school bus, and motorcycle safety. The ***Traffic Law Enforcement Program*** integrates traffic safety into law enforcement, and the ***Emergency Medical Services Program*** provides national leadership in emergency medical services. The ***Highway Safety Research Program*** develops cost-effective countermeasure programs that can be implemented at the state and local level. ***New Emerging Issues*** will focus on fatigue, inattention, railroad crossings, older drivers, and inter-modal initiatives based on new research findings. The ***State Motor Vehicle Services Program*** assists states in gathering and using crash and other data to address highway safety problems and high-risk drivers.

HIGHWAY SAFETY PROGRAM  
CONTRACT PROGRAM SUMMARY  
(Dollars in Thousands)

PROGRAMS	1998 Enacted	1999 Enacted	2000 Request	+/- 99/00
Safe Communities: Injury Control	\$900	\$0	\$2,250	+\$2,250
Impaired Driving	\$8,151	\$10,648	\$11,148	+\$500
Ped/Bicycle/Pupil Transportation	\$1,012	\$1,102	\$1,302	+\$200
Motorcycle	\$337	\$509	\$509	\$0
Drugs, Driving and Youth	\$1,400	\$1,400	\$1,400	\$0
School Bus Restraint System	\$700	\$0	\$0	\$0
National Occupant Protection	\$8,253	\$11,473	\$11,363	-\$110
Traffic Law Enforcement	\$1,646	\$1,713	\$3,368	+\$1,655
Emergency Medical Services	\$1,550	\$2,592	\$1,737	-\$855
Records and Licensing	\$1,979	\$1,917	\$3,410	+\$1,493
Highway Safety Research	\$4,723	\$5,437	\$7,446	+\$2,009
Driver License Identification	\$0	\$325	\$325	\$0
Emerging Traffic Safety Issues	\$0	\$0	\$1,500	+\$1,500
Share the Road	\$0	\$0	\$500	+\$500
NOPUS	\$0	\$300	\$850	+\$500
National Driver Register	\$0	\$1,110	\$1,110	\$0
<b>Total</b>	\$30,651	\$38,526	\$48,218	+\$9,692

*FY 2000 HIGHLIGHTS*

Highway Safety programs expand upon NHTSA's leadership in implementing effective behavioral strategies to reduce traffic fatalities and injuries. These strategies are designed to help meet Presidential and Secretarial goals as follows: seat belt usage at 90 percent by 2005, reducing alcohol related fatalities to 11,000 by 2005, reducing child fatalities (0-4 years old) by 25 percent in 2005, and reducing pedestrian bicyclist fatalities by 10 percent.

***PRESIDENTIAL INITIATIVE TO INCREASE SEAT BELT USE NATIONWIDE***

- Implement the ***Presidential Initiative for Increasing Seat Belt Use Nationwide*** through the ***Buckle Up America Campaign***, emphasizing enhanced enforcement and education. Campaign partners include the ***Air Bag and Seat Belt Safety Campaign***, governmental agencies, businesses, industry leaders, and national organizations representing law enforcement, health and medical professionals, minority populations, safety education, youth and service.

- Support ***Patterns for Life*** program by expanding child transportation safety issue outreach efforts to new public and private networks.
- Educate the public about the life-saving potential of air bags; and coordinate agency programs with private sector organizations for maximum impact and public awareness.

### ***IMPAIRED DRIVING, YOUTH AND SAFETY COUNTERMEASURE INITIATIVES***

- Implement ***Partners in Progress*** to achieve the Secretary's alcohol goal by: developing a new, national impaired driving prevention campaign, targeting states with a high rate of alcohol-related fatalities; conducting outreach to national organizations; supporting law enforcement, prosecutorial, and adjudication initiatives; and working with communities to enforce zero tolerance laws and develop comprehensive youth programs.
- Support ***Presidential Initiative on Drugs, Driving and Youth*** by conducting research on the incidence of drugs and driving and providing training and technical assistance to law enforcement officers, prosecutors, and judges on alcohol and drug issues.
- Support ***Presidential Initiative on .08 BAC*** by providing technical assistance to state and national organizations.
- Through the ***Partnership for a Walkable America*** and the National Bicycle Safety Network, develop strategies to energize local communities to promote pedestrian and bicycle safety.
- Support pupil transportation safety to reduce illegal passing of stopped school buses and provide assistance to communities on transporting pre-kindergarten and Head Start children.

### ***TRAFFIC LAW ENFORCEMENT AND EMERGENCY SERVICES***

- Implement recommendations from ***Police Traffic Services in the 21st Century***; integrate traffic safety with overall law enforcement, focusing on speeding, aggressive and impaired driving, occupant protection, and the effect of traffic enforcement on crime.
- Expand leadership in the EMS arena by developing case studies of innovative EMS system enhancements resulting from the ***EMS Agenda for the Future Implementation Plan***.

### ***SAFE COMMUNITIES***

- Expand upon community efforts to identify and address traffic safety problems by increasing the number of sites, developing regional intermodal initiatives, and providing technical assistance, training, and other necessary program tools.

### ***HIGHWAY SAFETY RESEARCH***

- Determine causes of crashes, identify target populations, develop safety countermeasures, evaluate program effectiveness, and expand research efforts in

occupant protection, speed and unsafe driving, and the effectiveness of emergency medical systems.

### **STATE MOTOR VEHICLE SERVICES**

- Maintain a national problem driver database to assist states in driver licensing decisions and provide assistance regarding identification verification as required by P.L. 104-208.

## **RESEARCH AND ANALYSIS**

There are five programs in Research and Analysis. The **Crashworthiness Research Program** promotes transportation safety through continuing research on vehicle safety, vehicle aggressivity and compatibility, and by improving occupant safety in crashes involving passenger cars, light trucks, and vans through developing advanced air bags and other crash countermeasures, human injury criteria, and family of dummies. The **Crash Avoidance Research Program** focuses on passenger and commercial vehicle research to help drivers avoid crashes or decrease severity when they occur by improving visibility, directional control and braking, and rollover stability. The agency has also initiated the construction of the National Advanced Driving Simulator (NADS) for use in human factors research to evaluate the safety potential and effectiveness of various collision avoidance countermeasures. The **National Center for Statistics and Analysis** continues operation of high quality, large scale databases on crashes that are used by both public and private sectors to support critical highway safety, vehicle regulatory, and safety recall programs. NHTSA's role in the President's **Partnership for a New Generation of Vehicles (PNGV)** ensures the safety of future high fuel efficiency vehicles. The **Vehicle Research and Test Center** serves as NHTSA's in-house research and development and test laboratory.

### **RESEARCH AND ANALYSIS PROGRAM CONTRACT PROGRAM SUMMARY (Dollars in Thousands)**

<b>PROGRAMS</b>	<b>1998 Enacted</b>	<b>1999 Enacted</b>	<b>2000 Request</b>	<b>+/- 99/00</b>
Crashworthiness	\$18,925	\$23,013	\$25,388	+\$2,375
Crash Avoidance*	\$1,595	\$3,000	\$4,840	+\$1,840
National Center for Statistics and Analysis	\$21,207	\$21,701	\$23,267	+\$1,566
Technology Transfer	\$40	\$40	\$40	\$0
Partnership for a New Generation of Vehicles	\$2,496	\$2,496	\$3,500	+\$1,004
Vehicle Research and Test Center	\$799	\$950	\$950	\$0



<b>Total</b>	\$45,062	\$51,200	\$57,985	+\$6,785
*Funding of \$10 million for National Advanced Driving Simulator and \$22.65 million for NHTSA's Intelligent Transportation System Crash Avoidance Research program is requested in the FHWA budget.				

## *FY 2000 HIGHLIGHTS*

### **CRASHWORTHINESS RESEARCH**

- Develop test devices and test procedures, identify vehicle design characteristics, and apply advanced technologies to provide occupant protection in vehicle crashes through improved restraint systems, advanced airbags, and other countermeasures, based on in-house laboratory assessments at the NHTSA Vehicle Research and Test Center (VRTC).
- Conduct international harmonized research by developing human injury data and test procedures and performance requirements that lead to improved vehicle crash safety.
- Conduct research at the National Transportation Biomechanics Research Center (NTBRC) to advance knowledge of the biomechanics of human injuries and develop appropriate injury criteria. Also develop child and short-statured adult dummies for air bag and adult and child safety studies.
- Collect and analyze the Crash Injury Research and Engineering Network (CIREN) data from the seven trauma centers and continue detailed investigations of the conditions and consequences of serious crashes.

### **CRASH AVOIDANCE RESEARCH**

- Help drivers avoid and lessen the severity of crashes; improve vehicle braking, directional and rollover stability, traction performance, and vehicle lighting and signaling.
- Conduct research into the human factors component of vehicle safety, evaluation of driver workload, and the impact of in-vehicle devices, such as communication systems, on safety.
- Provide a means of developing and evaluating advanced vehicle safety systems and integrating them and testing their safety potential.
- Continue the vehicle-safety leadership role in the DOT Intelligent Transportation System program. This includes key managerial roles and technical research roles in the Intelligent Vehicle Initiative.
- Provide leadership in developing applications of advanced technology to improve the safety of heavy trucks and other commercial vehicles.

### **NATIONAL ADVANCED DRIVING SIMULATOR**

- Continue installation and integration of NADS in the Iowa Facility Building, conduct certification and acceptance testing, and begin operation of NADS.

### **NATIONAL CENTER FOR STATISTICS AND ANALYSIS**

- Collect and analyze vital information on characteristics of drivers, vehicles, and



occupants involved in fatal and injury-producing traffic crashes occurring in the U.S.

- Assess progress in reducing deaths and injury from motor vehicle crashes at the national and state levels and serve as the key data source for measuring traffic safety performance of NHTSA's major programs.
- Use Crash Outcome Data Evaluation Systems (CODES) grants to states to help link crash and health care data to study crash outcomes.
- Improve the quality and comparability of state crash data nationally.
- Expand Special Crash Investigations of air bag-related injuries and fatalities, including all passenger side air bags related to child injury cases. Examine the field performance of new and emerging "depowered" and "advanced" air bag technologies.

### ***PARTNERSHIP FOR A NEW GENERATION OF VEHICLES (PNGV)***

- Ensure that PNGV vehicles meet safety standards and that crashworthiness and crash avoidance attributes are not compromised by their light weight and the use of advanced materials.

## **GENERAL ADMINISTRATION**

There are three programs in General Administration. The ***Program Evaluation Program*** determines effectiveness of vehicle regulatory and highway safety programs. The ***Strategic Planning Program*** develops, updates, and publishes the agency's Strategic Plan, Strategic Execution Plans, and Government Performance and Results Act (GPRA) submissions in addition to providing long range planning support to agency programs. The ***Economic Analysis Program*** develops methods to quantify the economic consequences of motor vehicle injuries in forms suitable for agency use in problem identification and evaluation, regulatory analysis, priority setting, and policy analysis.

### **GENERAL ADMINISTRATION PROGRAM CONTRACT PROGRAM SUMMARY (Dollars in Thousands)**

<b>PROGRAMS</b>	<b>1998 Enacted</b>	<b>1999 Enacted</b>	<b>2000 Request</b>	<b>+/- 99/00</b>
Program Evaluation	\$474	\$513	\$513	\$0
Strategic Planning	\$75	\$98	\$98	\$0
Economic Analysis	\$75	\$98	\$98	\$0
<b>Total</b>	<b>\$624</b>	<b>\$709</b>	<b>\$709</b>	<b>\$0</b>

## *FY 2000 HIGHLIGHTS*

### ***PROGRAM EVALUATION***

Evaluations provide objective quantitative information to aid in making decisions on present and future rulemaking and programs. This information helps to determine if the objectives of regulations and programs are being achieved, and if not, the information can help identify changes in the rule or program that may result in the achievement of the intended goals and objectives. To determine the cost effectiveness of regulations, as called for in Executive Order 12866, cost studies of motor vehicle equipment are performed. The following activities in FY 2000 contribute to the evaluation of regulations and programs:

- Continue to measure the effects of changes to improve air bag technology and reduce their risks to children and other occupants.
- Collect heavy truck crash data to determine the effects of anti-lock braking systems in reducing crashes.
- Continue cost studies of the latest air bag technology and of head injury protection upgrade (FMVSS 201).
- Initiate cost studies of safety belt pretensioners, load limiters, and adjustable anchors.
- Continue the evaluation of head injury protection upgrade (FMVSS 201).
- Continue the evaluation of side impact protection upgrade (FMVSS 214).

### ***STRATEGIC PLANNING***

The role of Strategic Planning within NHTSA is to help set organizational direction, provide agency leadership in cross-cutting program planning, and lead the agency in continuous improvement initiatives. For FY 2000, Strategic Planning has four objectives:

- Quantify the effects of external factors on NHTSA's programs and the ability of agency programs to meet safety goals.
- Serve as the agency lead for developing and implementing GPRA performance-based program effectiveness measurement.
- Design and implement continuous improvement activities to improve agency efficiency.
- Develop and implement planning and outreach activities in the health policy/injury control area.

### ***ECONOMIC ANALYSIS***

- Research and develop methods for quantifying economic and societal injury outcomes.

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## **HIGHWAY TRAFFIC SAFETY GRANTS**

The Transportation Equity Act for the 21st Century (TEA-21) authorized funding for numerous highway safety grant programs for the states in FY 2000, including the following programs

under the National Highway Traffic Safety Administration: the **Section 402 State and Community Grant Program** provides for a coordinated national highway safety program. All states, the District of Columbia, the Commonwealth of Puerto Rico, the Trust Territories, and Indian Nations are provided with formula grants to encourage and facilitate implementation of effective programs to improve highway safety. The **Section 405 Occupant Protection Incentive Grant Program** awards grants to states that adopt or demonstrate specific laws and programs, such as primary safety belt use laws and special traffic enforcement programs, to increase seat belt and child safety seat use. Under the **Section 405(b) Child Passenger Protection Education Grant Program**, the Secretary may make grants to states that carry out specific child passenger protection and education activities. The **Section 410 Alcohol-Impaired Driving Incentive Grant Program** encourages states to enact stiffer laws and implement stronger programs to detect and remove impaired drivers from the roads. The **Section 411 State Highway Safety Data Improvements Incentive Grant Program** encourages states to take effective actions to improve the timeliness, accuracy, completeness, uniformity, and accessibility of their highway safety data.

HIGHWAY TRAFFIC SAFETY GRANTS  
PROGRAM SUMMARY  
(Dollars in Thousands)

PROGRAMS	1998 Enacted	1999 Enacted	2000 Request	+/- 99/00
Section 402 State and Community Formula Grant Program	\$147,845	\$150,000	\$152,800	+\$2,800
Section 405 Occupant Protection Incentive Grant Program	\$0	\$10,000	\$10,000	\$0
Section 405(b) Child Passenger Protection Education Grant Program	\$0	\$0	\$7,500	+\$7,500
Section 410 Alcohol-Impaired Driving Incentive Grant Program	\$34,500	\$35,000	\$36,000	+\$1,000
Section 411 State Highway Safety Data Improvements	\$0	\$5,000	\$8,000	+\$3,000
Incentive Grant Program National Driver Register	\$1,855	\$0	\$0	\$0
<b>Total</b>	<b>\$184,200</b>	<b>\$200,000</b>	<b>\$214,300</b>	<b>+\$14,300</b>

FY 2000 HIGHLIGHTS

**SECTION 402  
STATE AND COMMUNITY GRANTS**

- Provide formula grants to support performance-based highway safety programs planned and managed by the states, for the purpose of reducing highway crashes, deaths, and

injuries.

- Support national priority programs, such as occupant protection, alcohol safety, police enforcement, emergency medical services, and roadway safety.
- Expand the "Safe Communities" injury control initiative to enable communities to develop local highway safety coalitions with new partners.

### ***SECTION 405***

#### ***OCCUPANT PROTECTION INCENTIVE GRANTS***

- Provide grants that will encourage states to pass stronger laws and implement the most effective countermeasures to increase safety belt and child safety seat use.
- Provide grants for achieving certain criteria such as: passing primary enforcement laws; minimum fines or penalty points for seat belt and child occupant protection law violations; and stepped-up police enforcement of occupant protection laws.

### ***SECTION 405(b)***

#### ***CHILD PASSENGER PROTECTION EDUCATION GRANTS***

- Provide grants to encourage states to implement child passenger protection programs.
- Provide grants to implement programs that are designed to prevent deaths and injuries to children; educate the public concerning all aspects of the proper installation of child restraints; and train child passenger safety professionals, emergency personnel, and other educators concerning all aspects of child restraint use.

### ***SECTION 410***

#### ***ALCOHOL-IMPAIRED DRIVING INCENTIVE GRANTS***

- Provide grants that will encourage states to pass stronger laws and implement the most effective countermeasures in order to reduce safety problems stemming from driving while impaired by alcohol.
- Provide basic grants for achieving certain performance measures and certain programmatic criteria such as: administrative driver license actions within stated time frames; graduated licensing systems; and young adult drinking and driving prevention programs. Supplemental grants are given for meeting additional criteria.

### ***SECTION 411***

#### ***STATE HIGHWAY SAFETY DATA IMPROVEMENTS INCENTIVE GRANT***

- Provide grants that will encourage states to adopt and implement effective programs to improve the timeliness, accuracy, completeness, uniformity, and accessibility of state data that is needed to identify priorities for national, state, and local highway and traffic safety programs.
- Provide grants for achieving certain criteria such as: a multi-disciplinary data and traffic records coordinating committee; a data and traffic records assessment or audit; a highway safety data and traffic records strategic plan.

# Miscellaneous

## OUTCOME MEASURES

The National Highway Traffic Safety Administration served as a pilot agency under the Government Performance and Results Act of 1994 (GPRA). The agency's FY 2000 Budget Request to Congress includes NHTSA's annual Performance Plan highlighting the outcome measures and their linkage to agency activities and programs. The plan ties directly to the goals and strategies outlined in both NHTSA's and the Department's Strategic Plans. Although a number of factors outside of NHTSA's control influence the severity of highway crashes and the resulting fatalities and injuries, there is documented evidence that federal vehicle and highway safety programs (in conjunction with the state, local, and private programs engendered in part by the federal initiatives) have been highly effective in reducing highway deaths and injuries.

Strategic Outcome Goal:  
Reduce the number of highway-related fatalities and injuries by 20 percent by 2008.

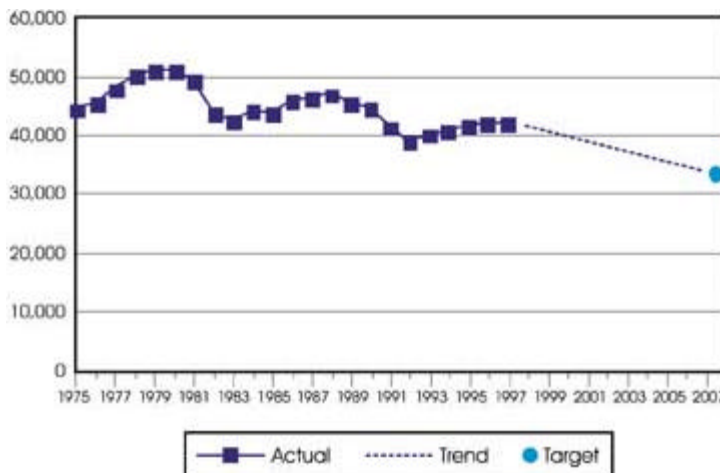
### Number of Fatalities

**1997: 41,967**

**2000 Target: Less than CY 1999**

**2008 Target: 33,500**

**TREND:** The total number of fatalities has declined by 18 percent from its peak in 1979. Although this may not seem like a large decrease, vehicle miles traveled (VMT) has increased by 67 percent in the same time period. This means that even though Americans are driving more, their fatality risk is lower.



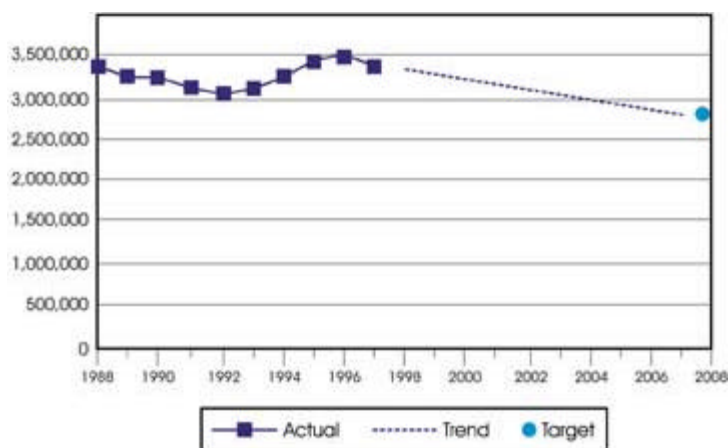
### Number of Injuries

**1997: 3,399,000**

**2000 Target: Less than 1999**

**2008 Target: 2,809,000**

**TREND:** In 1997, the total number of injuries declined for the first time in four years from 3,511,000 in 1996 to 3,399,000 in 1997.



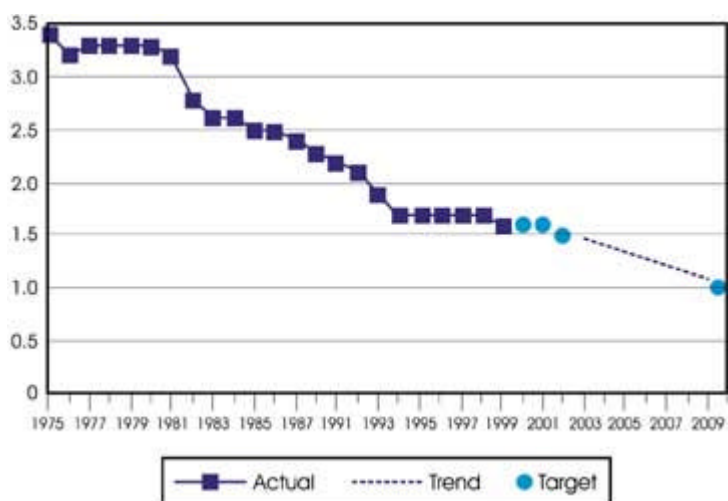
## Fatalities per 100 Million VMT

**1997: 1.6**

**2000 Target: 1.5**

**2008 Target: 1.0**

**TREND:** Since the inception of the federal program in 1966, there has been an overall decline in the fatality rate per 100 million VMT, from 5.5 in 1966 to a record low 1.6 in 1997. The rate had remained at 1.7 for five years.



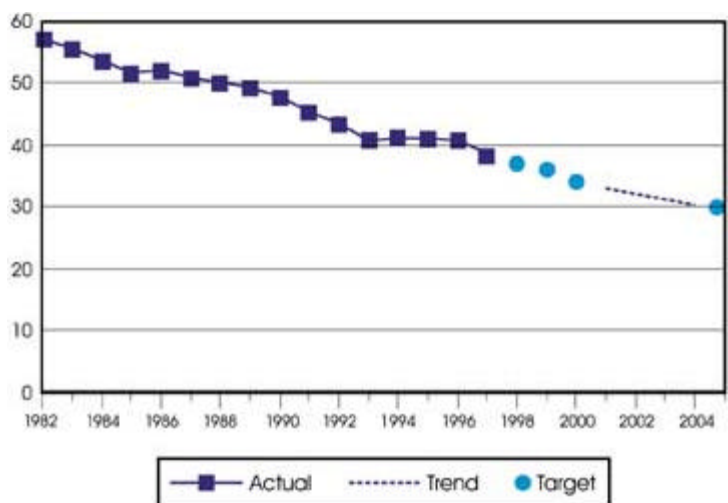
## Alcohol-Related Fatalities

**1997: 38.6 percent**

**2000 Target: 35 percent**

**2005 Target: 30 percent**

**TREND:** Alcohol involvement in fatal traffic crashes has shown a steady decline since the early 1980's. In 1997, the total number of alcohol-related fatalities was 16,189. This set a new record low. Also, the alcohol involvement rate dropped below 40 percent for the first time.

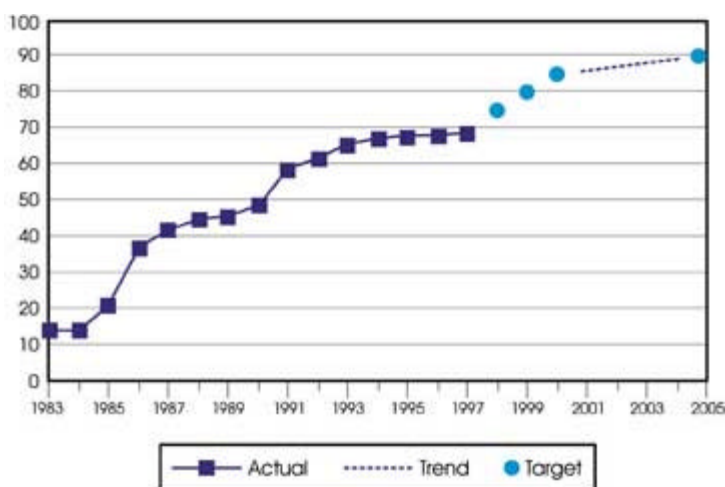


## Seat Belt Use

**1997: 69 percent**

**2000 Target: 85 percent**  
**2005 Target: 90 percent**

TREND: Seat belt use increased in the 1980's, but remained below 50 percent as recently as 1990. By the end of 1997, national belt use had reached 69 percent, growing by only one percentage point annually in the last few years. The publicity of the Buckle Up America program appears to be working, because the first states to report belt use for 1998 all showed dramatic increases in use.



**DISTRIBUTION OF NHTSA SECTION 402**  
**HIGHWAY TRAFFIC SAFETY GRANT PROGRAMS**  
(Dollars in Thousands)

		Estimated Obligations			Estimated Obligations
STATE/TERRITORY	FY 2000 NHTSA		STATE/TERRITORY	FY 2000 NHTSA	
ALABAMA	\$2,467		NEBRASKA	\$1,451	
ALASKA	714		NEVADA	885	
AMERICAN SAMOA	357		NEW HAMPSHIRE	714	
ARIZONA	1,988		NEW JERSEY	3,488	
ARKANSAS	1,782		NEW MEXICO	1,137	
CALIFORNIA	13,706		NEW YORK	8,366	
COLORADO	2,089		NORTH CAROLINA	3,571	
CONNECTICUT	1,530		NORTH DAKOTA	1,012	
DELAWARE	714		N. MARIANAS	357	
DISTRICT OF COLUMBIA	714		OHIO	5,450	
FLORIDA	6,308		OKLAHOMA	2,266	
GEORGIA	3,638		OREGON	1,891	
GUAM	357		PENNSYLVANIA	5,913	
HAWAII	714		PUERTO RICO	1,574	
IDAHO	936		RHODE ISLAND	714	



ILLINOIS	5,889	SEC. OF INTERIOR	1,071
INDIANA	3,084	SOUTH CAROLINA	1,993
IOWA	2,116	SOUTH DAKOTA	1,006
KANSAS	2,172	TENNESSEE	2,748
KENTUCKY	2,146	TEXAS	9,545
LOUISIANA	2,259	UTAH	1,080
MAINE	714	VERMONT	714
MARYLAND	2,225	VIRGIN ISLANDS	357
MASSACHUSETTS	2,775	VIRGINIA	3,145
MICHIGAN	4,850	WASHINGTON	2,688
MINNESOTA	2,928	WEST VIRGINIA	1,042
MISSISSIPPI	1,691	WISCONSIN	2,978
MISSOURI	3,164	WYOMING	714
MONTANA	930	UNDISTRIB: ADMIN. COSTS	9,973
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		<b>TOTAL</b>	<b>\$152,800</b>
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## National Highway Traffic Safety Administration

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**U.S. Department  
of Transportation**

**National Highway  
Traffic Safety  
Administration**

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